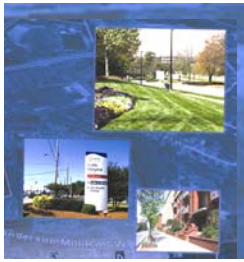


Cobb County...Expect the Best!

Community Workshop

January 25-27, 2007

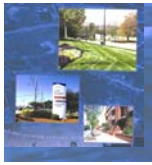
DW & ASSOCIATES

CROY ENGINEERING Engineers Planners Surveyors

Carter Burgess One Source, One Firm

JORDAN JONES & GOULDING

Austell Road LCI
Breakout Session 2B
Roadway Conditions



Austell Road Corridor LCI

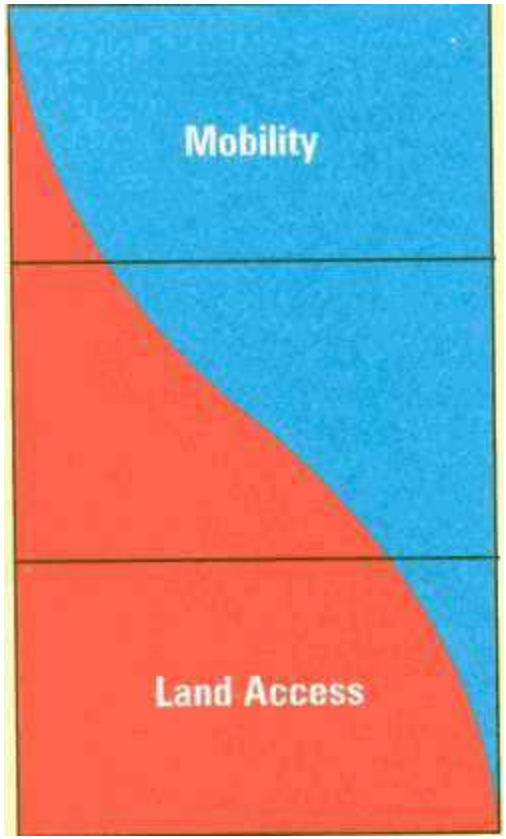
Roadway System Issues and Needs

- General Roadway Characteristics
  - Roadway Functional Classification
  - Traffic Volumes
  - Volume-to-Capacity (V/C) Ratios
  - Level of Service
  - Planned and Programmed Improvements
  - Projected Roadway Conditions
- Safety
  - Access Management
  - Accident Information
- Roadway Connectivity

Austell Road Corridor LCI

General Roadway Characteristics- Functional Classifications

- Define overall purpose and trip characteristics of roadways



Arterials

high mobility
low access

Collectors

balance between mobility & access

Local Roads

low mobility
high access

Austell Road Corridor LCI

General Roadway Characteristics – Mobility vs. Accessibility

- ***Mobility*** refers to physical movement including by vehicle, public transit, bike or walking.
  - Evaluated based on travel distance and speed
  - Volumes typically higher near major intersections (such as Callaway Road and East-West Connector)

- ***Accessibility*** is the ability to reach our opportunities-desired goods, services, activities and destinations. Factors that affect accessibility are:
  - Mobility
  - Connectivity/Roadway Network
  - Land Use Type
  - Land Use Density
  - Access Demand

Austell Road Corridor LCI

General Roadway Characteristics – Traffic Volumes

- **Provided by Georgia Department of Transportation (GDOT) for 2005 Austell Road**
  - Average daily traffic ranges between 27,000 to 40,000 trips per day (two-way)
  - Volumes typically higher near major intersections (such as Callaway Road and East-West Connector)
- **East-West Connector**
  - Average daily traffic near Austell Road approximately 40,000 trips per day (two-way)
- **Other Roads**
  - Milford Church Road – 10,600 trips per day
  - Hurt Road – 10,800 trips per day

Austell Road Corridor LCI

General Roadway Characteristics –

Volume-to-Capacity (V/C) Ratios

- **V/C = Traffic Volumes/Roadway Design Capacity during peak periods**
  - V/C = 1.2 - roadway is currently handling 20 percent more traffic than it is designed to carry
  - V/C = 1.0 - roadway at capacity
  - V/C = 0.8 - roadway at 80 percent of capacity
- **Austell Road V/C Ratios (2005)**
  - Most of Austell Road has V/C ratios ranging from .71 to .85

Austell Road Corridor LCI

General Roadway Characteristics – Level of Service

- **Not only based on V/C ratios, but also travel delay and congested speeds along roadway as a result of design issues**
- **Widely accepted measure of congestion based on grading system of letters A-F where:**
  - LOS A represents free-flow conditions within minimal delay/impedance
  - LOS E represents roadway at capacity with high levels of congestion
  - LOS F represents roadway above capacity with severe levels of delay/congestion

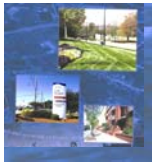
Austell Road Corridor LCI

General Roadway Characteristics – PM Peak Hour Level of Service

- **Austell Road (2005)**
  - LOS D in most segments
  - LOS E between Seayes Road and Clay Road
- **East-West Connector (2005)**
  - LOS E West of Austell Road
  - LOS D or better East of Austell Road
- **Other Roads (2005)**
  - Callaway Road – LOS F West of Austell Road
  - Hurt Road – LOS D; LOS F between Floyd Road and Brookwood Drive
  - Clay Road – LOS D
  - Milford Church Road – LOS E West of Austell Road; LOS D East of Austell Road
  - Floyd Road – LOS D between Austell Road and Hurt Road

Planned and Programmed Improvements

- Projects include those within County SPLOST program, ARC Transportation Improvement Program
- No long-term projects included within the ARC Long Range Transportation Plan



Austell Road Corridor LCI

Planned and Programmed Improvements

- **Projects include:**
  - Widening of Callaway Road to include center turn lane
  - Mulkey Road Connector: New two-lane roadway from East-West Connector to Mulkey Road (behind hospital)
  - Austell Road Intersection Improvements:
    - East-West Connector
    - Callaway Road
    - Milford Church Road
    - Floyd Road
    - Hurt Road
    - Hospital South Road
    - Clay Road

Projected Roadway Conditions

- Based on output from the ARC Regional Travel Demand Model
- Based upon currently planned future land uses, projected levels of growth, and planned improvements

Austell Road Corridor LCI

General Roadway Characteristics – Projected PM Peak Hour Level of Service

- **Austell Road (2030)**
  - LOS E in most segments
  - LOS F between East-West Connector and Anderson Mill Road, near Clay Road
- **East-West Connector (2030)**
  - LOS F West of Austell Road
  - LOS D or E East of Austell Road
- **Other Roads (2030)**
  - Callaway Road – LOS E and F West of Austell Road
  - Hurt Road – LOS E; LOS F between Floyd Road and Austell Road
  - Clay Road – LOS D
  - Milford Church Road – LOS D West of Austell Road; LOS E East of Austell Road
  - Floyd Road – LOS E within Study Area

Austell Road Corridor LCI

Roadway Safety/Access Management Issues

- **High accident locations are generally those poor LOS in combination with conflict points.**
- **Austell Road characterized by the following access management issues:**
  - Abundance of curb cuts and/or driveways
  - Numerous access points lacking turn movement restrictions (i.e., right-in, right-outs)
  - Lack of interparcel and/or shared access (particularly in retail areas)

Austell Road Corridor LCI

High Accident Locations

- **Austell Road is considered by GDOT as a "high crash" roadway based on GDOT statistical analysis of roadways statewide.**
- **There are numerous high accident locations along Austell Road:**
  - Milford Church Road
  - Pair Road
  - Amy Lane
  - Floyd Road
  - Blue Ridge Drive
  - Hospital Drive South
  - East West Connector
  - Anderson Mill Road
  - Clay Road

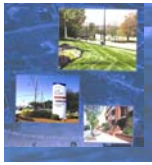
Roadway Connectivity

- Provides multiple means to access to surrounding land uses without the necessity to access these uses via Austell Road
- As a result, would improve overall travel conditions along Austell Road
- Austell Road Corridor characterized by poor connectivity due to:
  - Overall lack of parallel roadways in close proximity to Austell Road
  - Proliferation of cul-de-sacs and limited ingress and egress points in surrounding residential areas

Austell Road Corridor LCI

List of Displays

- Access Management Locations (Barrier Types)
- Roadway Functional Classifications
- 2005 Average Daily Traffic (GDOT)
- 2005 Roadway Level of Service
- High Accident Locations
- Planned and Programmed Improvements
- 2030 Roadway Level of Service



Austell Road Corridor LCI

Break Out Session

- Tell us your experience and areas of greatest concern with traffic in the Austell Road Corridor.
  - What additional capacity or intersection improvements are needed?
  - What are the most critical safety issues along the corridor and what areas have the greatest need for safety and/or access management improvements?
  - What areas of the Corridor are in most need of improved connectivity?

Questions?